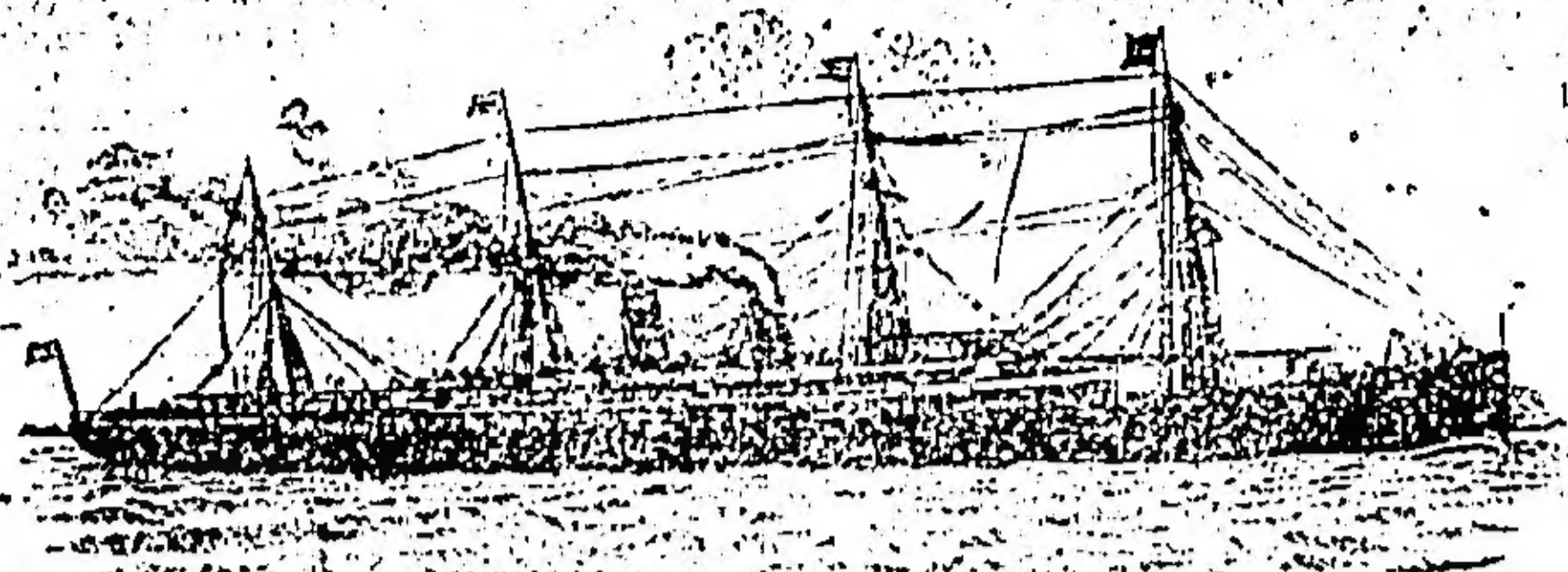




## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 4th November, at Noon.
"NIPPON MARU"	THURSDAY, 13th November, at Noon.
"PERU"	THURSDAY, 20th November, at Noon.
"GOPTIC"	FRIDAY, 18th November, at Noon.
"AMERICA MARU"	SATURDAY, 6th December, at Noon.
"KOREA"	SATURDAY, 13th December, at Noon.

The O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 4th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first-class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

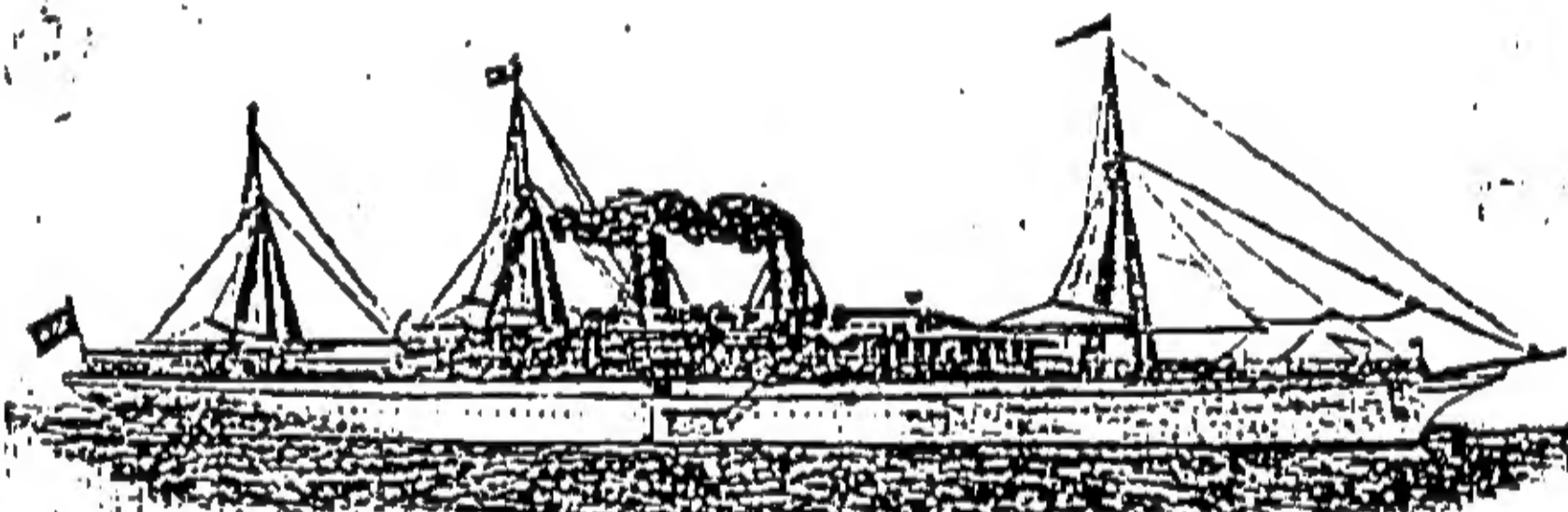
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Consular Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 28th October, 1902.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA  
AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 19th Nov.
"TARTAR"	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 3rd Dec.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th Dec.
"ATHENIAN"	Comdr. H. Mowatt	WEDNESDAY, 31st Dec.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 14th Jan.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 22nd October, 1902.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
SAXONIA	HAVRE and HAMBURG.	6th Nov.	Freight.
SERBIA	(Calling at SINGAPORE and PENANG.)		
BRUCHER	HAVRE and HAMBURG.	19th Nov.	Freight.
MARBURG	(Calling at SINGAPORE and COLOMBO.)		
Niedermeyer	HAVRE and HAMBURG.	3rd Dec.	Freight.
SUEVIA	(Calling at SINGAPORE and PENANG.)		
Borek	HAVRE and HAMBURG.	17th Dec.	Freight.
ALESIA	(Calling at SINGAPORE and COLOMBO.)		
Schönfeldt	HAVRE and HAMBURG.	31st Dec.	Freight.
	(Calling at SINGAPORE and PENANG.)		

For further particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 9th October, 1902.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from TIOS. H. REID, Esq., to Sell by PUBLIC AUCTION, TO-MORROW (WEDNESDAY), the 29th October, 1902, at 2.30 P.M., within his Residence, No. 3, Knutsford Terrace, Kowloon, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

Comprising: DRAWING ROOM SUITE, OVERSTAIRS, DOUBLE and SINGLE IRON BEDSTEADS with MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, AXMINSTER CARPET, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, SIDBOARD, DINNER SERVICE, PICTURES, One COOKING STOVE and UTENSILS, One BLICKENSBERGER and One HAMMOND'S TYPEWRITER, ETCHINGS, PHOTOGRAPHURES, &c.

Also: One COTTAGE PIANO by Lane, Crawford & Co. (in good order and condition), AND A Large Assortment of PALMS and PLANTS in POTS and STANDS.

TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 21st October, 1902. [1107d]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the "STAR" FERRY CO., LIMITED, to Sell by PUBLIC AUCTION, (unless previously disposed of by private contract), on

WEDNESDAY, the 5th November, 1902, at Noon, at the "Star" Ferry Co.'s Wharf, Hongkong, The Steam-launches EVENING STAR, and RISING STAR.

The Evening Star was built in 1889 and the Rising Star in 1891, both of Teak with Steel Frames, by the Hongkong and Whampoa Dock Company (IN THOROUGH REPAIR).

The Launches will be open for Inspection at the Hongkong Ferry Wharf from MONDAY, the 20th instant, until date of sale.

TERMS:—As Usual.  
For further particulars, apply to

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 18th October, 1902. [1099d]

## Notice of Firm.

## NOTICE.

THE Undersigned has been appointed AGENT for HONGKONG and VICINITIES for the NEW YORK LIFE INSURANCE COMPANY from This Date.

LEC. KIENE.  
Hongkong, 20th September, 1902. [989d]

## Intimations.

## WANTED.

A EUROPEAN GARDENER for the Masonic Hall.  
Apply by Letter to the

W. M. of Zealand Lodge.  
Hongkong, 25th October, 1902. [1130d]

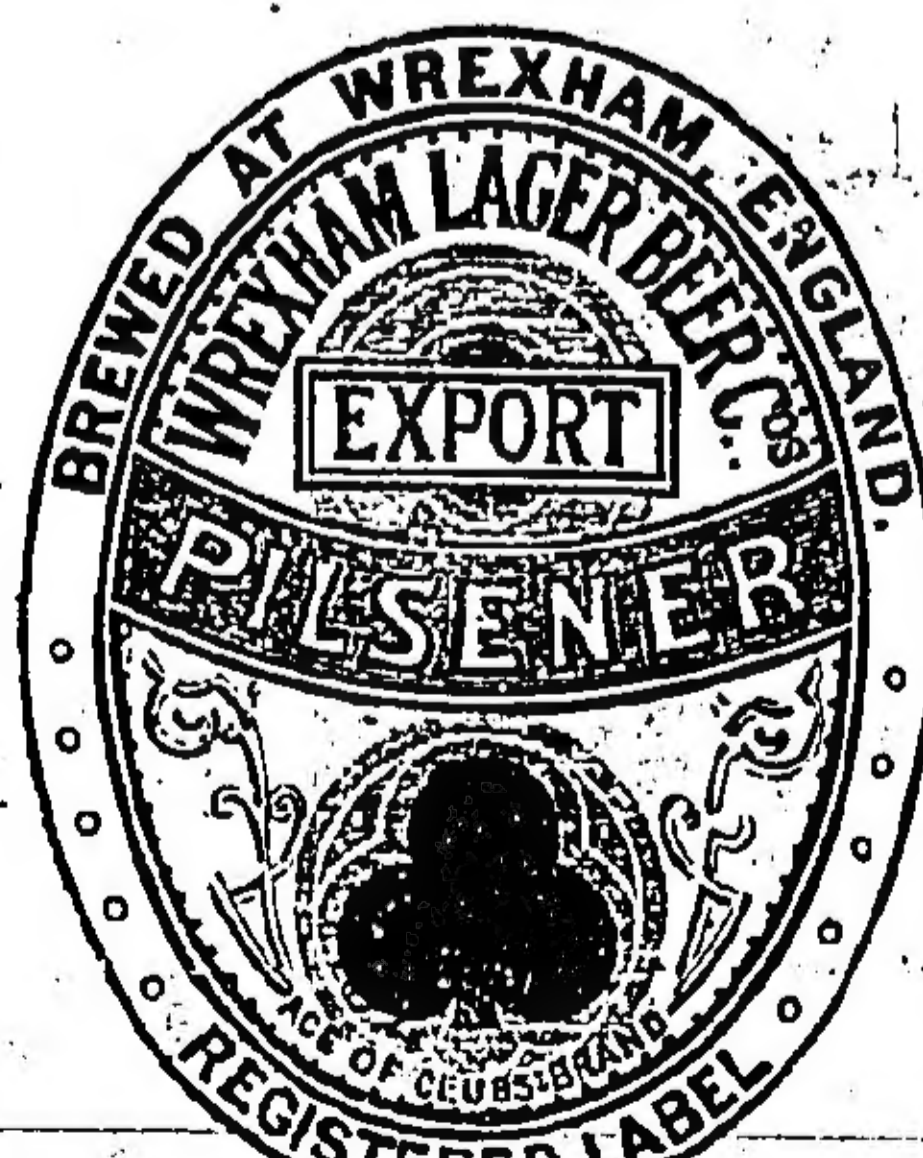
## NOTICE.

THE undersigned have been instructed to offer for sale, privately, Sundry Lots of Machinery, at the Wanchai Machinery Godowns, and Engineering Establishment, Cross Lane, Hongkong.  
STEAM LAUNDRY MACHINERY, MARINE SCREW ENGINES, BOILER TUBES, DRIVING ENGINES, LATHES, WINDLASS, CRANES, WINCHES, FIRE ENGINES, STEEL ROLLERS, STEAM STEERING GEAR, STEAM HAMMER, One MERRYWEATHER'S PATENT STEAM FIRE ENGINE, DONKEY PUMPS, HYDRAULIC BAILING PRESS, EIGHT HYDRAULIC JACKS (new) from 6 to 20 Tons, PARKER'S PARALLEL VICES, ONE STRONG SCREWING MACHINE, FOUR NEW CAPSTANS, One Set PLATE BENDING ROLLERS, &c., &c., &c.

A large quantity of Angle Iron, Round and Square Steel Bars of various sizes and Six cases of Brass Condenser Tubes, suitable for Condensing Engines.  
The Engineering and Moulding Shops are in proper working order and can be sold as going concern if required.

For Further Particulars, Apply to  
HUGHES & HOUGH,  
Brokers and Auctioneers.  
Hongkong, 3rd October, 1902. [1036d]

## DRINK



## UNEXCELLED.

## SOLE AGENTS:

RITCHIE & Co.,  
Des Voeux Road.

Hongkong, 24th June, 1902. [157d]

## Intimations.

## SANITARY BOARD.

OWNERS of HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their Premises LIMED, WASHED, and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 31st day of OCTOBER, 1902, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Tsin Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board,  
G. A. WOODCOCK,  
Secretary.

Sanitary Board Office,  
1st October, 1902. [1037d]

## PEKING AND TIENTSIN TIMES.



## DAILY EDITION.

NOTICE is hereby given that on or about OCTOBER 1ST, 1902, the "PEKING AND TIENTSIN TIMES" will be issued DAILY as well as WEEKLY.

The Daily Issue will be Crown size of 8 or more Pages with 3 Columns of Printed Matter on each page (about the size of the North China Herald, or Celestial Empire).

TERMS: (Exclusive of Postage)  
Yearly ..... \$20  
Half-Yearly ..... 10  
Quarterly ..... 5  
Monthly ..... 2  
Per Issue to cents.

Tariff of Advertisements on application.

HEAD OFFICE:  
THE TIENTSIN PRESS.  
26th September, 1902. [1008d]

## ST. GEORGE'S HALL.

A MEETING will be held in ST. GEORGE'S HALL, City Hall, TO-MORROW, the 29th October, 1902, at 5 P.M., to consider the question of the advisability of giving a St. George's Hall this Season.

His Honour the Chief Justice has kindly consented to preside.

All Englishmen taking an interest in the matter are invited to attend.

Hongkong, 23rd October, 1902. [1118d]

## GOVERNMENT GENERAL OF FRENCH INDO-CHINA.

## NOTICE.

THE OPENING OF THE

## HANOI EXPOSITION

HAS BEEN POSTPONED UNTIL THE

16TH NOVEMBER, 1902.

R. REAU,  
Acting Consul for France.

Hongkong, 23rd October, 1902. [1117d]

## GOVERNMENT GENERAL OF FRENCH INDO-CHINA.

THE HANOI EXPOSITION WILL BE OPENED ON 16TH NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Art, etc., Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands India, British India, Straits Settlements, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

THE GALLERY of FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

ATTRACTIONS OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, Dances, &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

F. THOMÉ,  
Commissaire-Général de l'Exposition de Hanoi.

718d]

## CHRISTMAS GREETINGS FOR HOME FRIENDS.

I HAVE just unpacked a very fine select stock of CHRISTMAS CARDS from the best fine Art Publishers. Prices ranging from 2 cents to \$2 each.

Call early to make a good selection.

H. RUTTOJEE,  
No. 5, Daguerre Street,  
Nos. 39 and 40, Elgin Road, Kowloon.

Hongkong, 20th October, 1902. [807d]

## For Sale.

FOR SALE.

ONE BROADWOOD PIANO.

Apply at  
ROOM No. 146,  
Hongkong Hotel.  
Hongkong, 7th August, 1902. [156d]

## Hotels.

## GO TO THE

## KOWLOON HOTEL,

J. H. DOWNS,  
Manager.

KOWLOON. I. W. OSBORNE,  
Proprietor.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,  
CIVILITY AND ATTENTION.

TERMS MODERATE.

Hongkong, 4th September, 1902.

Apply to

THE MANAGER.

[1339c]

## "BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA),  
MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

57d] Telegraphic Address: "BOA VISTA."

## Intimations.

## INCANDESCENT GAS LIGHT.

Consumers are drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,  
VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

954c] Code Used: A and A B C, 4th Edition.

Telegraphic Address: MANHWAKE, HONGKONG.

E. C. WILKS & Co.,  
MARINE ENGINEERS, SHIP CONTRACTORS

AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' designs and Specifications Prepared.

Office: 12, Beaconsfield Arcade, 1st floor.

Hongkong, 3rd October, 1902. [1214c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTRY, DIARRHŒA, HEMORRHOGE and ULCERATION

of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers)

9, Old China Street, Shanghai.

12th October, 1898. [2]

## WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,

CURIOS, SILKS, CARVED IVORYWARE, AND CRASSCLOTHS,

AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,  
Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

## UNTOUCHED BY HAND.

MELLIN'S  
FOOD.

For INFANTS and INVALIDS

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PREPARED, LONDON, ENGLAND.

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.50 per Bag of 250 lbs.

SHEWAN TOMES & CO.,  
General Managers.

Hongkong, 15th March, 1902. [10]

## NEW VICTORIA HOTEL.

ROTISSERIE,  
Meats a la Carte.

CHOPS, STEAKS, etc., etc., at any time,  
between 7.30 a.m. and 11 p.m.

Monthly Table d'hôte Moderate Rates.

Madar & Farmer,  
Proprietors.

Hongkong, 2nd September, 1901. [1958c]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER,  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10 per case of 48 bottles (quarts).

Special Prices for Quantities.

Sole Agents:  
SIEMSEN & CO.,  
Hongkong, 20th May, 1902. [195d]

## DROZ &amp; Co.,

WATCH MANUFACTURERS,  
STEAM FACTORY ESTABLISHED 1864,  
ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRONOGRAPHIS.

## UNION IN THE AIR.

## ESTABLISHMENT OF PUBLISHING HOUSES.

We have already had occasion to call attention to the very gratifying and unexpected result of the Boxer boom of destruction, which swept over North China in 1900, viz., the movements towards union among the various Missions which the aforesaid boom had hoped to sweep forever into the limbo of forgotten freaks. But the unquenchable vitality of the Christian faith is as yet an unknown fact to the Chinese, who complacently comfort one another with the hope that if it is only left alone it will of itself come to naught. This life is ever seeking new forms of manifestation and one of the most delightful is the tendency towards coalition or union. That there has all along been an inward unity in all the societies which are seeking to promote one common end, is one of the commonplaces of conversation among the friends of Missions, but this inward unity craves a further outward expression; and now we see that "union is in the air."

Thus the Northern and Southern Methodists of the United States have united on the establishment of a great publishing house in Shanghai. The building, which is now finished, stands on the corner of Woong and Quinan Roads, near the Anglo-Chinese College. When it is in full running order it will help to relieve the dearth of available presses in Shanghai for Chinese work. The burning of the Commercial Press greatly aggravated the glut of work now being forced on the presses which do Chinese printing, in so much that such Societies as the Diffusion Society are compelled to send their work to Japan. It is hoped that the Methodist press will do something to mend the situation. But we refer to it now as an illustration of the unity among Methodists.

Again, we hear that the Northern and Southern Baptists are uniting on a similar printing press established at Canton with a capital of 20,000 Mexican dollars. Canton seems far away from the centre of things Chinese, which of course we call Shanghai, but it has some claims on the denomination which cannot be disregarded.

And the Presbyterians are not behind. Of the several committees on union projects appointed by the Presbyterian Conference held last year, one at least has succeeded in launching its scheme successfully, viz., that on the Union paper (a weekly) which we learn has now subscribers in all the eighteen provinces of China, Korea, New Zealand, Canada, and nearly everywhere the Chinese emigrant has gone. Then again this week another Committee on the general question of Presbyterian Union meets in Shanghai. The members are as follows:—

AMERICAN PRESBYTERIAN CHURCH, NORTH.  
Peking, Dr. J. L. Whiting.  
E. Shantung, Rev. L. J. Davies.  
W. Shantung, Rev. J. H. Laughlin.  
Central China and Hunan, Rev. J. C. Garritt.  
Canton and Hainan, Dr. H. V. Noyes.  
AMERICAN PRESBYTERIAN CHURCH, SOUTH.  
N. Kiangsu, Rev. J. R. Graham.  
Mid-China, Rev. P. F. Price.  
ENGLISH PRESBYTERIAN CHURCH.  
Amoy, Dr. MacGregor.  
Formosa, Rev. T. Barclay.  
Swatow, and Wukiangfu, Dr. J. C. Gibson.  
UNITED FREE CHURCH OF SCOTLAND.  
Manchuria, Rev. Geo. Douglas.  
IRISH PRESBYTERIAN CHURCH.  
Manchuria, Rev. W. H. Gillespie.

ASK for ASAHI JAPANESE BEER—G. Girault.

CHURCH OF SCOTLAND MISSION.  
Ichang, Rev. Wm. Deans.  
AMERICAN DUTCH REFORMED CHURCH.  
Amoy, Rev. H. E. Studley.  
Canadian Presbyterian Church, Rev. D. McGillivray.

The first to urge the Presbyterians to unite was the late Dr. Happer, who laboured many years in Canton. At his call a similar Committee met in 1890, but the time was not ripe and nothing more was done till last year when the Presbyterian Conference took it up afresh. The result is the present Committee, the result of whose deliberations will be awaited with interest.—*Shanghai Mercury.*

## SHANGHAI SHIPPING FOR 1901.

That the port of Shanghai is growing can easily be seen by referring to the comparative table of the "Returns of Trade and Trade Reports" published by the I. M. Customs. Ten years ago, in 1892, 2,830 steamers entered the port, representing 3,163,370 tons. Besides these steamers 378 sailing vessels entered, representing 111,834 tons, making in all 3,275,204 tons to enter the port in that year. Since then the tonnage has gradually increased, until in 1901, 3,698 steamers entered the port, whose tonnage totalled 5,277,381 tons, besides 484 sailing-vessels of 118,544 tons, making a total of 5,395,925 tons, or an increase in ten years of 2,132,691 tons. This is an increase of about forty per cent., which speaks well for the prospect of the port. Of the 3,493 steamers that entered during last year, 1,982 were British, aggregating 2,820,229 tons, or over fifty per cent. of all other countries combined. To this must be added 115 sailing vessels of 33,865 tons. Germany comes next with 533 steamers of 851,622 tons, which shows a considerable increase on last year, partly owing to the transfer from the Chinese flag of the fleet of the China Merchants' Steam Navigation Co. The next country on the list is Japan with 444 steamers, with a tonnage of 644,032. China comes next with 343 steamers, entering the port of 417,781 tons, and when we add to this 334 sailing vessels, 69,460 tons, it makes a total of 487,241 tons. America comes next with 158 steamers of 103,719 tons, and twenty-nine sailing vessels of 13,891 tons, making a total of 117,610 tons. The next on the list, so far as tonnage goes, is France with fifty-two steamers of 110,395 tons. Norway comes next with seventy-six steamers of 86,222 tons. Russia follows with fifty-two steamers of 65,206 tons. The next on the list is Denmark with twenty-eight steamers of 35,985 tons. Austria follows with seventeen steamers of 32,132 tons. Holland is next with nine steamers of 13,369 tons. Korea entered three steamers of 2,388 tons; and Belgium comes last with one steamer in ballast of 1,201 tons. This gives the chief details of the shipping which entered the port of Shanghai during 1901. These figures when compared with 1900, the previous record year, show an increase of 1,350,000 tons, which plainly demonstrates that Shanghai is not only increasing in size, but also importance as a shipping centre.—*Shanghai Mercury.*

CARRIED IT THROUGH:—Never do things in a half-hearted manner must have been the thought of an unemployed coolie who stole a clock from his foki, and pawned it under a false name. He may be honest for another month.

ASK for ASAHI JAPANESE BEER—G. Girault.

## RUSSIA'S FOREIGN TRADE.

The total volume of Russia's foreign trade across the European frontiers, by way of the Black Sea and Caucasus, and with Finland, during the five months ending with May, amounted to 482,274,000 roubles, as compared with a total of 468,440,000 during the same period of 1901. Since 1900 the returns in roubles are:—

Exports.	Imports.	Total.	Excess.
1900..216,000,000	232,240,000	448,240,000	16,240,000
1901..250,800,000	215,630,000	466,430,000	15,630,000
1902..275,830,000	206,440,000	482,270,000	75,830,000

Compared with last year's returns, the exports have risen by 10.7 per cent., while the imports have fallen off by 3.7 per cent. The increase in the exports is seen in the following table:—

Articles.	Raw.	Manufactured.	Total.
Food, material, cattle, goods.	1900..120,000,000	83,270,000	203,270,000
1901..141,850,000	67,750,000	209,600,000	25,350,000
1902..170,760,000	61,630,000	232,390,000	278,830,000

As is always the case, cereals form the chief item of exportation, with an increase in value of 23,898,000 roubles; the increase in wheat is 19.7 per cent. in volume, and 19.1 in value, but barley and oats have fallen off 10.5 and 5.7 and 4.6 and 3.1 per cent., respectively. Butter and eggs show a great increase. Wrought iron shows an increase from 6,000 tons, value 209,000 roubles, to 21,700 tons, value 585,000 roubles. Sixty-two thousand nine hundred horses, in value 6,037,000 roubles, were exported, as against 30,000 horses, value 2,738,000 roubles, in 1901. While the exports of hemp, meat, spirits, wool and woollen stuffs, and various other goods have risen, those of sugar, linseed, rape seed, jute, hides, oil, and cotton goods have fallen off.

The principal takers of Russian exports have been:—

1900.	1901.	1902.
Germany.....61,274,000	70,000,000	68,660,000
Great Britain.....42,240,000	48,800,000	56,510,000
Holland.....18,750,000	19,700,000	33,820,000
France.....21,080,000	24,970,000	20,820,000
United States.....12,270,000	12,270,000	21,000,000
China.....7,750,000	1,690,000	950,000

With the exception of raw and half-worked materials, whose importation rose only by 1.3 per cent., there is a decrease in importation of 13.3 per cent. in articles of food, of 15.8 per cent. in cattle, and of 13.4 in manufactured goods, while the decrease in imported coal, coke, and iron is very striking. Cotton, silk, wool, and copper show an increased importation. Machinery, hardware, steel, and iron have fallen off 22.7 per cent. in bulk and 37.0 per cent. in value, as compared with their importation in 1901. The imports from the chief countries were as follow:—

1900.	1901.	1902.
Germany.....85,510,000	81,510,000	73,840,000
Great Britain.....43,020,000	40,800,000	37,480,000
France.....9,770,000	9,820,000	8,070,000
Austria-Hungary.....11,600,000	10,100,000	8,920,000
Holland.....2,620,000	3,110,000	2,380,000
United States.....22,720,000	17,660,000	20,770,000
China.....5,410,000	7,590,000	7,650,000

The division of the roubles by ten will give almost their exact equivalent in English pounds sterling.—*Globe.*

MINISTER TSAI RESIGNS.—A Peking letter states that the Minister of Foreign Affairs has received a dispatch from H.E. Tsai Chun, Chinese Minister to the Court of Tokio, asking permission to resign his post. The cause of this is rumoured to be due to a reported intention on the part of the Empress Dowager to recall H.E. Tsai Chun owing to his recent trouble with the Chinese students in Japan. There seems to be no doubt that these students have very powerful friends in Peking who have espoused their cause against Minister Tsai.

ASK for ASAHI JAPANESE BEER—G. Girault.

## BEFORE WE CAN

use them, iron and gold must first be got out of the ore. The same principle applies to cod liver oil. Its virtues are not in its fatty matters; much less in its sickening taste and smell. No consumptive, or sufferer from any other wasting disease, was ever greatly benefited by the so-called "plain" cod liver oil. The shock it gives to the nerves, the repulsion and disgust it excites in the stomach, the outrages it commits upon the senses of smell and taste, are enough to spoil any medicinal potency that may be in it for the majority of people. This is to say nothing about its being indigestible. Yet there has always been reason to believe that, among the elements which form cod liver oil, there existed curative properties of the highest value. But it was necessary to separate them from the nauseating waste material with which they were combined. This was successfully accomplished in

## WAMPOLE'S PREPARATION

and in this effective remedy, made palatable as honey, we have the very heart and soul of Pure Cod Liver Oil, combined with the Comp. Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. These constitute a tissue-builder, a blood purifier, a health renewer beyond comparison. Disease yields to it with a completeness and rapidity which astonishes medical men quite as much as it delights their patients. In all wasting conditions, Scrofula and Blood Disorders, La Grippe, Chronic Bronchitis, Pulmonary Affections, etc., it never fails to relieve and cure. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. No slow or doubtful action. Effective from the first dose. "You cannot be disappointed in it." Sold by chemists here and everywhere and A. S. Watson Co., Limited.

## THE WORD OF HONOUR.

The men who do as they say; the things that prove to be what they were said to be,—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought daily on nothing more solid than the pledged promises of men,—not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective modern remedy called "Wampole's Preparation" never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases, on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, La Grippe, General Debility, Throat and Lung Troubles, Blood Impurities, etc., is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age. Sold by all chemists here.

## Mails.

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU..... W. Bainbridge.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 1st Nov., at Daylight.
YAWATA MARU..... A. E. Moses.....	SYDNEY AND MELBOURNE VIA THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	SATURDAY, 1st Nov., at Noon.
SADO MARU..... W. Thompson.....	NAGASAKI AND KOBE	MONDAY, 3rd Nov., at 4 P.M.
KAGOSHIMA MARU..... K. Kori.....	KOBE AND YOKOHAMA	TUESDAY, 4th Nov., at Noon.
KAGA MARU..... J. W. Ekstrand.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOI, KOBE and YOKOHAMA	TUESDAY, 4th Nov., at 4 P.M.
IDZUMI MARU..... M. Yagi.....	SINGAPORE, COLOMBO and BOMBAY	FRIDAY, 7th Nov., at Noon.
HITACHI MARU..... J. Campbell.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 15th Nov., at Daylight.
KAWACHI MARU..... J. S. Thompson.....	KOBE AND YOKOHAMA	FRIDAY, 21st Nov., at Daylight.
KUNANO MARU..... E. W. Haswell.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Nov., at Noon.
KASUGA MARU..... H. Fraser.....	SYDNEY AND MELBOURNE VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 29th Nov., at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 28th October, 1902.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd November, 1902, at 1 P.M. the Company's Steamship "ERNEST SIMONS," Captain Dupuy-Frery, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the a.s. *Australien*, which vessel takes on her Passengers and Mails leaving that Port on the 15th November Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 2 P.M. on the day of sailing. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 28th October, 1902. [1004c]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902.
Olympia.....	T. Truebridge...	2,837	Oct. 29
Duke of Fife.....	J. S. Cox.....	3,381	Nov. 4
Shawmut.....	W. H. Smith.....	9,666	Nov. 4
Tacoma.....	A. Dixon.....	2,811	Nov. 15

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 23rd October, 1902. [874d]

## HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, Esq., K.C.

TRUSTEES: HON. J. H. STEWART LOCKHART, C.M.G., HON. R. SHEWAN, G. B. DODWELL, Esq.

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The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Subscribers are allowed to take three books at a time.

Intending Subscribers are requested to apply to

BERNARD LANKESTER,  
Hon. Secretary & Treasurer.

Hongkong, 15th September, 1902. [1493c]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERAM, GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "CHUSAN."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 8th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 25th October, 1902. [1004d]

## To be Let.

## TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LEIGHTON HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West, Hongkong, 20th October, 1902. [1004d]

## TO LET.

## "WESTLEY," UPPER RICHMOND ROAD.

Apply to LAU CHU-PAK, C/O A. S. WATSON & CO., LTD. Hongkong, 15th October, 1902. [1004d]

## TO LET.

MEIRION No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902.

Apply to E. JONES HUGHES, Hongkong, 7th October, 1902. [1053d]

## TO LET.

HOUSES in CLIFTON GARDENS, CONDUIT ROAD, GODOWNS at BOWRINGTON, Praya East. HOUSES at CAUSEWAY BAY, facing the Polo Ground.

"THE RETREAT"—MT. KELLETT, No. 2, RIFON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 17th September, 1902. [1000c]

## Masonic.

## BOTHEN MARK LODGE, No. 264.

## A REGULAR MEETING of the above

LODGE will be held at the FREEMASONS' HALL, Zeland Street, on FRIDAY, the 31st instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd October, 1902. [1114d]

## ZETLAND LODGE.

No. 325, E.C.

## A REGULAR MEETING of ZETLAND

LODGE will be held at the FREEMASONS' HALL, Zeland Street, on SATURDAY, the 1st Nov., at 8 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th October, 1902. [1114d]



# SINGER SEWING MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY.

SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world, selling 1,000,000 Machines annually.

IF YOU BUY A SINGER

YOU get an up-to-date Machine, built on honour, to wear a life-time. YOU get it for the Lowest Price at which such a machine can be furnished. YOU will receive careful instruction from a competent teacher at your home. YOU can obtain necessary accessories direct from the Company's offices. YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased. YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

## THE SINGER MANUFACTURING COMPANY,

GENERAL OFFICE FOR CHINA:

18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG.

BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN.

RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG.

84, ELGIN ROAD, KOWLOON.

## Intimations.

**A. S. WATSON**  
AND CO., LTD.

ESTABLISHED A.D. 1851

**AERATED - - -  
- - WATERS.**

THE WATER used is THE PUREST that can be obtained, and is skillfully Filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

**GUARANTEEING  
ABSOLUTE  
PURITY.**

## ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enables us to produce waters of unrivalled excellence and purity.

**A. S. WATSON & Co.,  
LIMITED.**

The Hongkong Dispensary.

Chemists and Druggists by Appointment to H.E. the Governor and Household.

TELEPHONE NO. 356.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 474 EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,  
祥利廣**  
17A, QUEEN'S ROAD.

**FURNITURE  
DEALERS.**

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM

FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC  
DEPARTMENT.**

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

**GEO. PATTON & CO.**

Have for Sale a large Consignment of  
H. W. JOHNS & CO'S  
ASBESTOS CEMENT SECTIONAL PIPE  
COVERING, ASBESTOS SHEET  
and PAPER for covering BOILERS and  
FLUES, BULKHEADS, &c.

ASBESTOS CEMENT for BOILERS,  
DRUMS, HEATERS, &c.

STEAM PACKING, GASKETS and  
FIRE-PROOFING MATERIALS.

MODERATE COST.

EFFICIENT. DURABLE.

Estimates and Samples furnished on  
application.  
12, Beaconsfield Arcade, (First Floor),  
Hongkong, 2nd October, 1902. [728d]

**DEATHS.**  
On the 26th of October, at Tai Koo, Han-  
kow, the wife of G. T. FINKINS, of a son.  
At No. 3, Nanking Road, Shanghai, on the  
23rd of October, the wife of R. J. WHITE, I.M.  
Cust. m. service, of a son.

Sept. 19th at Ea. 1 Molesey, EMILY, daughter  
of late Alfred Humphreys, of China.  
Sept. 22nd at Subi o-hill, R. G. SILLAR,  
late of Shanghai, aged 73.  
At Losiemouth N. B. on 21st September  
after a long and painful illness GEORGE  
SHEPHERD, late of Selangor.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 28, 1902.

## LOCAL AND GENERAL.

**THE HON. I. BARRETT** left Hongkong for  
Bangkok on Saturday afternoon.

**DR. SOLFE**, the German Governor of Samoa,  
went to Macao yesterday, and returned this  
morning in time to proceed with the Govern-  
ment House party to Mrs. Day.

**SCARCITY OF SUBSIDIARY COINAGE.**—In  
Ceylon there is now a great scarcity of  
rupee subsidiary silver coinage. Blame is laid  
upon the Government for not ensuring a steady  
supply of the latter.

**STERLING SALARIES.**—The new sterling  
salary scheme is being favoured by all, or most  
of those officers who have joined the civil  
service since 1897, while those who entered  
prior to that year are, in most cases, holding  
aloof.

**BALL AT GOVERNMENT HOUSE.**—We  
understand that on the occasion of the King's  
birthday, a ball will be held at Government  
House. The 9th November being a Sunday  
the function will take place on the following  
day.

**MUSIC'S CHARM.**—At Bangkok the other  
day Mr. J. R. Bell, the well-known engineer  
and surveyor, was fined one shilling and costs  
for assaulting some British Indians who were  
making noise with their music and  
preventing him from sleeping.

**NEW RAILROADS PLANNED.**—One of  
the rich gentry in Hangchow is now con-  
templating the construction of a new railway  
from Hangchow to a point in the province of  
Kiangsi. This line would cover a distance of  
some 200 miles. He further desires to construct  
another line to Ngunhui meeting the first line  
midway.

**TAKING DEAD SOLDIERS HOME.**—The  
United States army transport *McClellan*  
arrived in the harbour at Singapore from  
Manila, en route to New York via the Suez  
Canal. The Government, in accordance with a  
long established policy, are conveying to the  
States the dead bodies of soldiers who have  
died out of their country in the discharge of  
their duties, and giving them a national burial.

**THEATRICALS.**—The Brough Comedy  
Company is expected in Colombo from  
Australia about the end of the month and will  
give a series of performances at the lately  
erected Bristol Hotel theatre there. The  
Company is due to open in Calcutta on Nov.  
9th. The Dallas Co. will not be here during  
the coming season principally owing to the  
indisposition of Mrs. Dallas who has recently  
gone to the South of France for the benefit of  
her health. We may expect a return visit in  
1903-4.

**PROGRAMME OF MUSIC** to be played by  
the Band of the 33rd Burma Infantry, on the  
New Parade Ground, this afternoon between  
the hours of 4.30 p.m. and 6 p.m.

## PROGRAMME.

1. March.....Souza.  
2. Overture.....Roxin.  
3. Selection "Little Christopher Columbus".....Jean Carrell.  
4. Chorus, "The Merry Widow".....Sefcik.  
5. Selection "The Merry Widow".....Edward Jones.  
6. Waltz.....Royle.  
God Save the King.

**PHILIPINA'S SENSATIONAL FAINTING  
FIT.**—A scene recently occurred in the office  
of the prosecuting attorney, in Manila. A Phi-  
lipina of flashy appearance entered the office,  
with the intention of making complaint against  
a certain individual of the city. The judge,  
unfortunately, was not in, so the senorita  
decided to cause some sort of a sensation—  
and it all came when she fainted. Clerks from  
all the offices rushed in, the ambulance was  
called and before the case could be reported  
as cholera the senorita was on her way to the  
hospital.

**DOOM OF COCK FIGHTING.**—A law has  
been enacted by the Philippine Commission to  
punish unlawful maintenance of cock fighting  
and cock-pits, attendance upon the same and  
gambling in the cock-pits. The act provides  
that a fine not exceeding \$5,000, United States  
currency, shall be imposed upon any person  
maintaining a cock-pit, engaging in cock-fight-  
ing or attending as a spectator on any day when  
cock-fighting is not lawfully licensed. Any  
person taking part in a game of chance in a  
cock-pit, whether the cock-pit be lawfully  
licensed or not, will be subject to a fine of \$200,  
gold.

**POLICE INEFFICIENCY.**—A crying evil  
at Colombo is the inefficiency of the police to  
check burglaries and petty thefts there. The  
*Times of Ceylon* says that the police force in  
Colombo seems to be suffering from palsy;—  
they have no grip on the thieving members of  
the community. The percentage of recoveries  
of stolen property is very small. The trouble  
is a chronic one. Whether such questions as  
higher pay for the rank and file to secure  
superior men or a radically faulty organisation  
be prime causes of failure, the fact remains,  
says that journal, that a great deal of public  
money is being wasted on a department which  
is perhaps the most hopeless in the island.

**COTTAM & CO. FOR WASHING  
BOW TIES.**

**THE ENGLISH MAN** of the 27th September  
was d. l. y. ed in London on the 25th inst.

**THE KOWLOON COLLAPSE.**—The en-  
quiry into the collapse of premises in Kowloon  
City Road has been adjourned  *sine die*.

**THE CUSTOMS GAZETTE.** Statistical  
Series, No. 2, for the quarter April-June, has  
kindly been forwarded to us from Shanghai.

**HEALTH STATISTICS.**—During the week  
ended 25th inst. there were notified 1 case of  
plague, Chinese, fatal; 1 case of cholera,  
Chinese (harbour), fatal; and 2 cases of enteric  
fever, European (imported from Manila).

**NAVIGATION COMPANY IN KIANGSI.**—A  
new steam navigation company has re-  
cently been established in Kiangsi. Four  
new steam launches at the cost of £15,000  
have been bought to run from Changchow to  
Szechuen.

**HUNAN MISSION CLAIMS.**—In regard to  
the claims made in connection with the mis-  
sionary murders in Hunan, the British Minister  
at Peking has informed the Wai Wu Pu that the  
claims must be maintained, for only by the  
satisfaction of penalties such as those stipulated  
by the Consul at Hankow can further outrages  
be prevented.

**THE CANTON RIVER.**—The powerful  
dredger *Canton River* which was capsize  
two years ago in a typhoon, and later bought  
by the Dock company, could be seen running  
about the harbour last evening. After having  
all her new engines and tubes fixed, she went  
out for a trial trip yesterday, and proceeded  
several miles under a few engines and  
apprentice engineers. The trip was most  
successful.

**MILITARY PRACTICE DANCE.**—The  
Members of the Garrison Warrant Officers,  
Staff Sergeants, and Sergeants Dance Club  
inform their civilian friends that the usual  
weekly practice dance will take place this  
week on Saturday instead of Friday, owing to  
the Royal Engineer Theatre being required for  
a Farewell Smoking Concert, being given on  
the former day, by the Members of the Royal  
Engineer Mess, to the Sergeants of the 2nd  
Royal Welsh Fusiliers on their departure for  
India.

## THE WEST POINT COLLAPSE.

CASE FOR THE DEFENCE.

The further hearing of the charge of man-  
slaughter against the contractor respecting the  
collapse of the kitchen at No. 55, First Street,  
West Point in July last was continued at the  
Supreme Court this morning before the Chief  
Justice and a special jury.

Mr. P. Crisp was sworn, and said that he was  
Government Inspector of Buildings. On the  
day in question, he was told to go down to  
First Street to report on the new work. The  
houses were in course of erection, but he did  
not see house, No. 56.

His Lordship:—Does any one assist you?  
—No one, excepting Mr. Hoggard of late.  
Why did you go there that morning?—I  
simply went there to answer certain questions  
of Mr. Tooker, and after answering them I  
went away to do my other work.

By a juror:—What qualifications has Mr.  
Crisp?  
Mr. Crisp:—I was head engineer and drafts-  
man at Messrs. G. Trollope and Son, No.  
77, Grosvenor Road, Westminster, London,  
England.

As Inspector of Buildings, is it not your duty  
to see that when houses are in course of  
erection, the adjoining houses are properly  
shored up?—Yes, I quite admit that; you  
should see the amount of chits I get from  
the Police, Sanitary Board, and other places to  
attend to work.

His Lordship:—What salary do you get Mr.  
Crisp?—I am in receipt of \$150 per month,  
plus compensation.

By a juror:—Were you specially engaged for  
the work?—I have been two years in the ser-  
vice. I was engaged from Messrs. G. Trollope  
& Son for three years. I was engaged as clerk  
for work on a Government building. My  
agreement does not say anything about in-  
specting houses. I am sent here and there to  
report on work from orders received from my  
superiors.

By the Attorney General:—Mr. Crisp is an  
exceedingly busy man. He has many duties  
to attend to.

Mr. Crisp:—The shoring was not com-  
pleted when I inspected the building that  
day. The shoring was in the course of erec-  
tion. My duties now are that of Inspector of  
Buildings.

Mr. Sharp:—Mr. Crisp, you state that you  
are a very busy man, which I have no doubt  
you are; but how do you account for the entries  
in your diary. I see that the average is 3 en-  
tries a day. Surely that is not very much?—I  
quite understand. In addition to inspection of  
houses I have two hours to put in at the office.  
At the same time I make my reports, and then  
there is the time consumed by travelling. My  
outdoor work is regulated by the orders I  
receive.

By a juror:—Has Mr. Crisp ever reported to  
his superiors that he had too much work to do?  
Mr. Crisp:—I have on several occasions; my  
work is mapped out by the chits on my table.  
When I have seen and answered them, I con-  
sider I have done my duties.

The Chief Justice:—Can you give the  
Court an idea of the various works you  
were engaged upon last year?—I cannot say.  
There were, I should say, 3,000 houses being  
erected or in course of erection or altera-  
tion.

Mr. F. T. Hewitt, a building expert, then  
gave evidence, after which.

Mr. Sharp addressed the Jury, at great  
length.

**COTTAM & CO. FOR GENT'S RATH-  
ING BEAR.**

At Tai Koo, the first witness for the  
defence, stated that he was living on the  
2nd floor of No. 56, First Street, on the date of  
the collapse. He was sitting in the passage, a  
short distance from the kitchen, when he first  
got intimation of the collapse. He heard a  
rumbling noise. There was nobody in the  
kitchen. The noise proceeded from the direc-  
tion of the kitchen. He stood up and then  
saw bricks and mortar dropping down on to  
the kitchen floor. A great quantity fell. It  
came from the western wall, owing to weight  
of falling materials. The floor of the kitchen  
fell down. The debris knocked against the  
wall out into the lane. He afterwards ran  
down into the lane.

Chan Ku, mother of the last witness, said  
that at the time of the collapse she was on the  
1st floor of No. 56, First Street and heard a rum-  
bling noise and saw mortar and bricks falling  
into the kitchen. Her son came to her, and both  
of them cleared out of the house. She remem-  
bered seeing the western wall fall into the kit-  
chen. The reason why she did not go before the  
Coroner was because she had not enough pluck  
to do so. I am a woman, she concluded.

Lee Chuen, plumber, and master of the Man  
Chung shop, No. 24, Queen's Road West,  
remembered that on the 29th July he was in  
Centre Street on the site of the three houses.  
He went there because the master of the Tak  
Kee shop, Cheong Hong, had offered to sell  
him some old disused pipes. Whilst he was  
looking at the pipes, he heard the collapse  
of the house, in question. He saw the  
wall of the 2nd floor fall inwards into  
the kitchen and the debris shoot out into  
the lane. The wall of the 2nd floor fell first.  
He did not go and see the Coroner because he  
had his own business to attend to, and besides  
no one sent for him.

Pung Kwan said he was the foreman of Si  
Sing scaffolding shop, No. 48, First Street.  
There are about 70 to 80 scaffolding shops in  
Hongkong. The Ko Shing, Sze Hap, Sun Wo,  
were the biggest firms, whilst his firm came  
either 5th or 6th in importance. He had  
30 years' experience in the scaffolding  
business in Hongkong. Some time in June  
he closed a bargain with Cheong Hong  
for the erection of scaffolding for  
the houses in question. The shoring was put  
up to No. 58 by the firm. He also had China  
pine supports at the footing, erected vertically  
and lashed in pairs at a distance of a foot  
and a half apart. They were put up running  
the whole length to the back wall of the kitchen.  
He also had shoring put to the roof, in the same  
manner as those described for the ground  
floors. He put in those shorings before the  
demolition of the houses.

The hearing of further evidence took place  
after the adjournment for lunch, Lee Yum, an  
accountant of the scaffolding shop, testifying  
to an agreement having been drawn up  
between his firm and the prisoner for the erec-  
tion of the scaffolding in question for \$110. The  
shoring was erected by the foreman, who  
supervised the work. On one occasion the  
prisoner entered the shop and desired addi-  
tional shoring erected as a typhoon signal  
was hoisted. This was done at a cost of \$40.

Leong Ho, mistress of the scaffolding shop,  
corroborated.

Mr. J. Orange, of the firm of Messrs. Leigh  
and Orange, civil engineers and architects,  
said he had been in the Colony since  
January, 1883. He had visited the scene  
of the collapse and considered that the sup-  
ports were adequate to replace those which  
had been removed. From the external ap-  
pearance of the remaining portion of the  
west wall no further shoring was required. The  
wall was not well built being practically in two  
parts with a hollow space between. Apart from  
those defects, he thought the wall would have  
stood, the thickness being quite adequate  
considering its height. He thought it was  
injured by the hot sun and wind of June  
and July, and under those circumstances a sud-  
den gust of wind might cause it to fall inwards,  
and its weight make the kitchen collapse.

Mr. A. Turner, of Messrs. Palmer and Turner  
also gave evidence, and soon after half past four  
the Court adjourned till to-morrow at 10 a.m.

## H. E. AND PARTY

LEAVE FOR MIKS BAY.

Soon after eleven o'clock this morning the  
Haibour Master's launch *Sint* y steamed  
alongside the Blake Pier and awaited the  
arrival of H.E. Sir H. A. Blake and a party  
from Government House who were to embark  
for a trip to Miks Bay. Besides H.E. and  
Lady Blake there were present on the launch  
Messrs. Blake, the A.D.C. to H.E., and flag-  
lieutenant, Col. Brown, Major French, and Dr.  
Solf.

## CHINESE AMBASSADOR FOR ITALY.

FIRST CHINESE EMBASSY TO ITALY.

Considerable surmises were afloat this morn-  
ing when it was seen that the mast of the  
German Mail, *Hainburg*, was carrying a  
Chinese Imperial flag at its main. From  
enquiries instituted it was found that she  
had on board the Minister designate to the  
Italian Court, H.E. Hu Kwok, family and  
suite. The Minister is sixty years old,  
and has seen diplomatic life at Washington,  
where he was an attaché, and subsequently at  
London, where he was secretary to the Chinese  
Legation. The Minister is a very high official,  
and amongst his decorations holds the 2nd  
degree, red button, and has the double-eyed  
peacock feathers. H.E. and suite are staying at  
the Connaught House, and leaves for Europe per  
the outward going German Mail. It will be  
interesting to know that this is the first Chi-  
nese Minister appointed to the Italian Court.

## THE PORTUGUESE SPECIAL ENVOY TO CHINA.

IN HONGKONG.

When it became known in Hongkong that  
His Excellency Senhor Jose d'Azevedo Castello  
e Branco, Portuguese Special Envoy, and  
Minister Plenipotentiary to China, had con-  
cluded his mission at the Chinese capital, the  
Committee of the Club Lusitano despatched a  
telegram inviting His Excellency to a reception  
on his arrival at Hongkong. In reply, Gin-  
selheiro Castello e Branco graciously accepted  
the invitation, and the Committee accordingly  
went to much trouble and expense in decorating  
the Club buildings, engaging the military band,  
and otherwise made elaborate preparations for  
the proposed function.

When, however, upon His Excellency's arrival  
by the German mail steamer *Hainburg*, from  
Shanghai, this morning, and a deputation of  
Portuguese gentlemen waited upon His Ex-  
cellency at the King Edward Hotel, at noon, it  
was ascertained that the Portuguese Minister  
would not be able to fulfil the engagement.  
His Excellency and suite will, neverthe-  
less, dine with Mr. A. G. Romano, the Portu-  
guese Consul-General, to-night. A big lunch  
was, however, held at the King Edward Hotel,  
at which many prominent members of the  
Portuguese community were present.

Owing to the shortness of the stay in  
port of the mail steamer, it has been  
found impossible for Senhor Castello e  
Branco to call at Macao where it was the  
intention of the people to entertain the dis-  
tinguished guest at a public banquet to be  
followed by a ball. Representatives of the  
Government and Senate, in the person of His  
Excellency, Dr. Alfredo P. Lello, Acting  
Governor, and suite, Mr. A. J. Basto, president,  
Mr. P. Nolasco da Silva, vice-president, and  
Mr. Eduardo Marques, of the Macao Senate,  
crossed over to Hongkong to meet the Minis-  
ter and to tender to him the congratulations  
of the Portuguese colony upon the achieve-  
ments, though not satisfactory in their entirety,  
of his difficult mission. The exact nature of  
the difficulties will be readily appreciated in  
what the Peking correspondent of the *Shanghai  
Mercury* had to communicate to our northern  
contemporary in his letter of the 16th inst.

"There is a difference of opinion as to the  
importance of his achievements. The docu-  
ment which the Ministers of the Wai-wu-pu  
signed yesterday seems to be an acceptance by  
Portugal of the new tariff clause of the protocol,  
a matter very important to China, for it removed  
the last obstacle to the validity of the new tariff.  
Besides this treaty, the Portuguese minister  
took with him a concession for the railway from  
Macao to Canton, besides the assurance that a  
convention would be arranged whereby Lappa,  
opposite Macao, will have advantages similar  
to those of a treaty port. The Chinese seem to  
have given away nothing and the Portuguese  
seem to have gained a mere convenience in the  
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railway to Canton is remote because of the very  
good reason that there is little use for it."

Mr. Branco is a man of renown in his own  
country having been Governor of Lisbon and  
Minister of a department of government there.  
In the whirligig of international doings, this  
sounds like saying a man is widely known in  
the township in which he was born. When he  
arrived in Peking he filed claims for losses  
during the Boxer troubles, running into tens of  
thousands of dollars; then claimed the right of  
a signer of the protocol to have a representative  
on the bankers' commission, in which he was  
disappointed by the vote of the "Diplomatic  
Body"; then he brought all the force of his  
Government's delinquency in the matter of the  
protocol to bear in acquiring whatever advan-  
tages he could get, an entirely fair proceeding  
from the standpoint of a diplomat. He lost the  
one point which the Chinese are under moral  
obligation to concede, i.e., the delimitation of  
the boundaries of Macao. This claim, based  
on the previous treaty, was relinquished  
indefinitely. When he laid claim to damages  
suffered during 1900 and demanded a place  
on the bankers' commission, it would seem  
that his case against the provisions of the  
protocol was *hors de combat*, but such is  
the resilience and pertinacity of diplomacy  
that there is no feat in all the realm  
of acrobatics which it cannot perform. This  
was a mere twist of the wrist, a kind of sand-  
wich action of looking in one direction and  
moving smoothly at right angles to the line of  
vision. All obstacles removed and no objec-  
tions presented, the new tariff schedule signed  
at Shanghai by the tariff commissioner was  
ordered to be inaugurated on October 31st.

AT SHANGHAI.

A reception and garden party were held in  
honour of the Portuguese Envoy, and, at the  
former given in the Club de Recreio several  
interesting speeches were made. In present-  
ing an address of congratulation to the Minister  
Mr. Luiz Lubeck, the President of the Club,  
said that it was well known that the diplomatic  
mission of H.E. was fraught with difficulties,  
but yet he was pretending to know the result of  
the negotiations carried out by H.E.; he, as  
well as all the Portuguese in the Far East,  
were fully confident that from a man of the  
statesmanship of H.E. only genuine success  
was to be expected.

H.E. in reply thanked the Portuguese Com-  
munity of Shanghai in the person of the  
President of the Club de Recreio, the Club de  
Recreio. The Portuguese Government, after  
the restoration of peace in China, had  
appointed him to the great congress of  
Ministers in Peking, so that it might be  
universally known that Portugal did not neglect  
her interests in China, represented especially  
by the colony of Macao. Some had thought and  
written in the beginning of his mission, that  
Portugal was looking for territorial and

material aggrandisement. This was quite  
untrue. It was not a friendly nation, like  
Portugal, that would disturb the equilibrium,  
and violate the integrity of the Chinese Empire,  
with whom she had always entertained relations  
of friendship, and to whom she was the first to  
bring the blessings of Gospel and Western  
Civilisation. The mission entrusted to him by  
his government was simply an economical  
one, and in this regard he could confidently  
say that he had been quite successful.  
A railway to be built from Macao to  
Canton, the removal of all Customs restrictions,  
and the direction of the West River trade to  
Macao, were the advantages he had obtained,  
besides others which he could not disclose at  
the moment. But the work was only half done.  
In order to benefit by the concessions obtained,  
both the Government and the people of Por-  
tugal should come forward and continue loyally  
the work he had undertaken. Personally he  
would devote all his time to the carrying out  
of this great work. He thanked again all the  
persons present for the reception tendered him  
and which touched him deeply.

## THE HANOI EXPOSITION.

REDUCED PASSAGE RATE.

Intending visitors to the Hanoi Exposition,  
which opens on the 16th November, will be  
pleased to learn that M. Reau, the acting  
French Consul at Hongkong, received a  
telegram from Tonkin on Monday stating  
that the Compagnie des Messageries Mari-  
times have decided to place their steamer  
*Huiphong* on the run from Haiphong to  
Hongkong during the period in which the  
Hanoi Exposition will be held. This passage  
rate will be \$75, return ticket, which is just  
half the usual fare, and there will be regular  
sailings. Mr. Marty's steamers will also run at  
reduced fares. With reference to the accom-  
modation of visitors, the Commissaire-Gen-  
eral states that the Committee of the Exposition  
have taken every precaution against visitors  
being imposed upon in the matter of charges  
for board and lodgings. An official agency  
has been appointed to especially look after the  
accommodation of visitors, and the agency  
will guarantee reasonable prices.

## BOXING CONTEST CANCELLED.

A NUMBER OF LOCAL SPORTS MET LAST EVENING.

To arrange a boxing match between Sam  
Bentley, the middleweight champion of the  
Navy, and Charles St. Clair, of Manila, for a  
side bet and gate money, St. Clair, who was  
defeated in the ring in the third round by  
Maxy Kane on the 11th inst, before the Manila  
Athletic Association, is a man of about 5 ft.  
9 in.; not more than 26 years of age, and  
seems to be in the pink of condition and  
has great advantages in reach and height,  
whereas Bentley, who is of sturdy build, about  
5 ft. 6 in. height, has had a great ex-  
perience and although a sailor is a professional  
pugilist having fought, for heavy stakes in  
England, the West Indies, and Hongkong.  
The match was fixed to take place on the 6th  
November. Articles were signed, and the  
money was to have been handed over at 4 p.m.  
on 5th. Although Bentley and many local  
sporting men waited for upwards of an hour, St.  
Clair, late of the 3

## TELEGRAMS.

## Thanksgiving Services at St. Paul's.

LONDON, 26th October. The thanksgiving service which was held at St. Paul's Cathedral to-day was short and specially arranged to suit the occasion. The effect was of a most solemn and deeply impressive nature.

## The Strike in France.

The strike riots, and the losses sustained therefrom, are causing concern in France.

## The English Court.

Their Majesties King Edward and Queen Alexandra will entertain a number of royal guests, including the German Emperor, at Windsor about the 8th November.

## (Shanghai Times.)

## Menace From Unemployed.

LONDON, October 23rd. Capetown, advices report menacing conditions because of the large number of unemployed in the rebel districts. Natives there have spent the money allowance distributed among them and, finding labor, vegetable and living dear, they are venting their discontent in disorder which the vigilance of the Government has not yet been able to repress.

## Losses at Martinique.

Estimates from Paris place losses in Martinique from the volcanic eruptions at 300,000,000 francs. If the island were abandoned the loss would be five times as great. Fort de France has become the commercial capital.

## Odessa to New York.

Shipping reports to the *Standard* announce that the Russians have devalued the *St. Petersburg*, *Saraff* and *Orel* to regular service between Odessa and New York, via Naples. The service will begin early next month.

## Boers and Zulus.

Despatches here are the *Times* of Natal with forebodings of trouble in Zululand between Boers and natives. Bitter feeling existing since Zulus were killed by Boers in Vryheid threatens to result seriously. The Zulus retain the arms furnished them for the war.

## Disposing of Army Transports.

MANILA, October 23rd. Inability to obtain acceptable prices for the army transports offered for sale in San Francisco has inclined the War Department to place several of those ships at the service of the insular government for use among the islands. Two or more could be profitably so employed, for with the withdrawal of a large part of the transport fleet, the shipment of troops and supplies, done partially heretofore on transports, would otherwise fall to commercial lines not fitted for that work.

## (Shanghai Mercury.)

## The Russians in Manchuria.

LONDON, 24th October. The *Times* asserts that the Russian evacuation of Manchuria simply means the concentration of the Russian army along the Railway, which commands every city and road of importance. Russia will acquire Manchuria by a judicious mixture of diplomacy and finance. She is also rapidly acquiring north Persia by similar means, and, apparently, seeking to try the same means in Afghanistan.

## MACAO SHIPPING.

The following is the shipping return for the week ended 24th inst., exclusive of arrivals and departures of steamers on the daily run to and from Hongkong and Swatow Canton:—  
Oct. 24, s.s. *Macau*, from Kwangchauwan.  
25, s.s. *Tha Verde*, to Hongkong.  
26, s.s. *Behair*, to Kwangchauwan.  
27, s.s. *Onkine*, to Hongkong.  
28, H.M.S. *Sandpiper*, from Canton.  
29, s.s. *Tha Verde*, to Hongkong.  
30, s.s. *Macau*, to Hongkong.  
31, French gunboat, *Vigilant*.  
1, s.s. *Behair*, to Kwangchauwan.  
2, s.s. *Onkine*, to Hongkong.  
3, s.s. *Tha Verde*, to Hongkong.

## THE CANTON-HANKOW RAILWAY.

Says the *China Gazette* of the 24th inst. We learn from an authoritative source that M. Jado, brother of M. Jado, the Engineer-in-Chief of the Lu-Han Railway, is expected to arrive here by the incoming French mail steamer, and will take up the post of joint Engineer-in-Chief on the Canton-Hankow line. Despite denials from New York, we are assured from Belgian sources in a position to know, that Col. Thys, the King of Belgium's business man, has purchased a controlling interest in the shares in the Canton-Hankow line on behalf of that astute monarch, but the American complexion of the undertaking vis-a-vis the Chinese will not be altered—for this present at least.

## THE WEATHER.

The following report is from Mr. F. G. F. Acting Director of the Hongkong Observatory:—  
On the 28th at 12.5 p.m. The barometer has fallen considerably in N.E. Japan and slightly over S. China and the Philippines.  
Pressure is low in N.E. Japan, probably owing to a depression to the NE. in the Pacific. Probably another low area exists over Central China. Pressure remains in S.W. Japan. Gradients are slight with variable winds on the China coast and moderate monsoon in the N. part of the China Sea.  
Forecast: Moderate E. winds, probably some light rain.

COTTAM & CO. FOR SUMMER CLOTHING.

## CANTON NOTES.

(From Our Own Correspondent.)

CANTON, October 27th, 1902.

## PREFACHER ROBBED.

Robbers are not very particular who may be the victim of their outrage. It does not often happen, however, that a preacher is robbed of his religious books. This did happen the other day. One of the native preachers was returning from a meeting carrying a number of New Testaments when he was set upon by half a dozen robbers. His books, watch and a small sum of money were taken from him. Street robbery is very common in the city. Men are held up at night, just after dark, and robbed. If a man happens to have on good clothes he is ordered to hand these over.

## RICKSHAS IN TROUBLE.

From the East Gate of the city to the village of Sha-Ho, a distance of eight or ten miles, some score or more of old rickshas are stationed at intervals for the use of passengers. These old rickshas are in a very dilapidated condition and whoever rides in them risks being thrown out. Lately there has been trouble. A band of blackmatters have demanded a heavy squeeze. Gradually this squeeze has been increased until there was no profit in running a ricksha. The coolies went on strike and laid the matter before the officials. The matter has not yet been settled.

## REFORM MEETING.

A large gathering of reformers was held two days ago in a temple on Honan. There does not seem to have been any secrecy about the gathering. Upwards of a hundred persons were in attendance. The audience comprised many well known persons among the gentry of Canton. Foes of officialism were present and took part in the proceedings. There was free open discussion. Such subjects as "Local Government," "Education," etc., were discussed. Such a meeting is certainly a sign of the times. Very few such meetings have been held, perhaps none modelled as this one was after foreign mass meetings. In fact such gatherings are contrary to law. It is then remarkable that such a meeting should be held to advocate reform in the administration of justice, etc. This in itself is a great reform and one which we hope the officials will not try and stop. Great good would result from a free discussion of public affairs. One thing more is needed. There must be freedom of the press before reform is possible. These men may discuss reform, but so long as the masses are kept in ignorance any forward movement must be slow. A free discussion of reforms and a faithful report of all official doings with a wise criticism of public matters would do more than any other thing to hasten reform. It is high time able men should take hold of the native papers and bring all their influence and the influence of their friends to bear on this question of the "Freedom of the Press."

## THE RICE FAMINE.

The distribution of rice continues. There has not been enough distributed to make any change in the price. The dry weather has also caused the price of vegetables to increase. In fact as rice gets dearer everything else becomes dearer in about the same proportion. And yet we have not reached our worst time. The people are working hard to save a few acres of rice. The price will hold out until the time of harvest, but when the rice is cut and the great scarcity follows there will be suffering.

## TIENTSIN DAY BY DAY.

(From Our Own Correspondent.)

TIENTSIN, October 12th. Since my last the official signature of THE RUSSO-CHINESE RAILWAY rendition agreement has taken place, and as Reuters tells us, also the rendition of Manchuria this side of the Line. Of that I can say nothing, but that Reuters's statement was distinctly news to us here. General Bolkoff and his suite accompanied Yuan Shi-kai, who went to Shan-hai for the ceremony, back to Tientsin, and then an exchange of banquets ensued as a matter of course. First a dinner at the Astor House from the Russians to the Chinese, then a dinner at the Yamen vice versa. The next day the distinguished guests left and performed the journey from Tientsin to Newchwang by rail in 18 hours. Capt. Minthe of the Customs, who was formerly loaned to Yuan Shi-kai as a military instructor, has been again loaned to him as aide de camp, and will probably be his chief foreign adviser. Capt. Minthe has been on furlough since the siege after which he left here in rather poor health.

## THE GREAT YU N.

Yuan Shi-kai goes to buy his mother on the 20th or thereabouts and will probably be absent some three months. The newly appointed Li-vinchi Treasurer, Wu, will act as Viceroy during his absence.

The Fu-toms Taotai, Tang, continues in very bad health and as soon as he has strength enough will probably have to undergo an operation.

## BAD OUTLOOK.

Trade and exchange in the city remain bad, with every prospect of becoming worse with the close of the season rather than better. Exports have fallen to nil owing to the high prices demanded, and there seems a good chance of them being as high next year. If home prices rise in proportion and the home markets can stand it well and good, otherwise the results may be disastrous. Large orders have been placed by native importers for next season, while goods are filled to overflowing with incoming cargo, but this is an unhealthy state of affairs which cannot last.

## THE YELLOW RIVER.

The Yellow River is in difficulties again and we shall have a subscription list going round for the sufferers soon. We have lost sight of the Yellow River valley of late, and it has been an agreeable relief not to have our feelings harrowed by long lists of drowned or

starving people. One would fain relieve China of all these burdens once and for all, but their continual insistence, with the knowledge there is native money enough, if there is only native will to deal with them gets on the nerves. After a time.

I was out at the pumping station yesterday noting the progress being made by our great drainage scheme. Tientsin, be it known, has no drainage system now that the ponds which formerly indented the settlement extension in all directions, have gradually been filled up for building purposes. Now the idea is to make a big tank at the farthest boundary into which all the surface drainage will flow, and to pump it thence into the canal beyond the mud wall. The

## PUMPING MACHINERY.

has been quietly and unostentatiously set up and is, I believe, working well. The earth taken from the projected drain tank is being used to fill up the new market square, and the conveyance of it is done by two or three trucks drawn by the small engine taken from the Imperial grounds, Peking. Thus we have a miniature railway running through the settlement.

Tientsin is just now experiencing a bloodless conflict between civil and military authorities. Very little is said about the matter publicly, but everyone knows that, for some very small reason the General suddenly withdrew his men from police duty in the streets, and for some days the streets were under the control of

A VERY INADEQUATE NATIVE STAFF, aided by a few Sikhs. It was not entirely the General's fault as he had, I believe, given due notice, but his letter had not been forwarded by the party to whom it was entrusted, therefore the withdrawal was arbitrary and sudden. After some discussion some unarmed soldiers were sent to the Municipality in a purely civilian sense, and for a short time only, and this period will soon be up. Considering that armed soldiers of all nationalities are continually in our streets these unarmed civilians are quite useless. Only two nights ago a German soldier in drink ran amok on the Bund and but for the arrival on the scene of an English resident with a revolver in his pocket he would probably have injured several people. As it was he only wounded one and tried to stab two or three more. It is hard to say how the matter will end, but unarmed police are obviously useless at the present time.

## SPLENDID STEAMER.

FOR THE E. AND A. S. S. CO.

The following extract from *Fairplay*, of the 25th September, will be of interest to many of our readers:—

On Tuesday last week the new s.s. *Empire*, built by William Beardmore and Company, Limited, Glasgow, for the Eastern & Australian Steamship Company, London, completed her trials on the Firth of Clyde, and fully implemented the conditions of the contract. This handsome vessel has been specially designed to suit the requirements of the Company's important mail and passenger service between Australia, China and Japan, and although constructed to carry a large cargo, is also intended to maintain a good speed at sea, with very superior accommodation for first and second class passengers. The general dimensions are—Length 400 feet, breadth 45 feet 6 in., depth 30 ft. 2 in. and 4,500 gross tonnage; with a top-gallant forecastle, long bridge, full poop, a d shade deck amidships. The hull is built of steel to Lloyd's highest class under special survey, and completed in accordance with the Board of Trade regulations for passenger steamers. The upper decks and fittings are of teak, and the most modern appliances have been supplied for the efficient working of the ship and the rapid handling of cargo, including a very complete installation of electric lighting with double dynamos, and a large refrigerating plant with insulated chambers for the carriage of meat, &c. to suit the Eastern trade. Luxurious accommodation has been provided before the machinery for the first class passengers, and as the steamer is intended to trade in tropical climates, the exceptionally large state-rooms have been placed on the upper deck, which admits of perfect ventilation, and they are furnished with the most up-to-date improvements for the comfort of the passengers.

Above, on the bridge deck, are a spacious dining saloon and music room en suite, and a comfortable smoking room, all with large square windows which give abundance of light, while overhead the shade deck (on which the boats are stowed) forms an admirable shelter from sun and rain to the splendid promenade on the bridge deck reserved for the first class passengers. Very superior accommodation has been supplied on the poop for second class passengers (which is scarcely inferior to that for the first) and in ludes a commodious dining room, capital smoking room, large state-rooms, bath room, &c., and the lower decks are fitted for European and Chinese emigrants. The machinery consists of a set of triple expansion engines, having cylinders 28 in. 47 in. and 78 in. dia. by 51 in. stroke, with two double ended boilers for a working pressure of 200 lbs., and fitted with the most recent improvements for efficiency and economy, including Howden's forced draught, bronze propeller blades, &c. Having been designed with a cut-water bow and figurehead, the *Empire* has a very symmetrical appearance, and is altogether a splendid specimen of a first class merchant steamship. She has been constructed under the supervision of Captain S. G. Greer, the Company's Marine Superintendent at Sydney, and Mr. Laurence Niven, their Commodore Engineer, and the vessel is commanded by Captain W. G. Macarthur. The results of the trials were most satisfactory, a speed in excess of the contract having been easily maintained, the Company's representatives expressing themselves highly pleased with the ship and her performance.

## THE KWANGSI REBELLION.

RIFLES AND SMOKELESS POWDER WANTED.

The *Sin Wen Pao* says that Wang Chieh-chun, Governor of Kwangsi, who is quelling the rebellion of that province considered that the first requisite of an army was that it should be equipped with the most modern rifles and smokeless powder, and seeing that only a few of his soldiers were thus armed, as funds were lacking, he has appointed Nien Taotai, who is noted for his integrity, to proceed to Kwang-jung, Kiangsu, and Chekiang to raise the necessary funds from the gentry and merchants, as they have always been most energetic in assisting any cause that related to public welfare. The donors of money would be suitably rewarded by the Throne, while those who subscribed extraordinarily large sums would be especially favoured for their generous patriotism. It is said that Nien Taotai has started on his tour of these wealthy provinces.

## THE CHINESE ENGINEERING AND MINING CO., LIMITED.

INDIGNANT SHAREHOLDERS' PROTEST.

A largely attended meeting of discontented and disillusioned Foreign and Chinese shareholders in the Chinese Engineering and Mining Company, Limited, was held in the Town Hall, Shanghai, on Thursday evening last to protest against the methods of the Company.

On the motion of Mr. Byron Brennan, C.M.G., and ex-Consul-General, Mr. C. J. Dudgeon was unanimously voted to the chair. Mr. Leonard Kerr was appointed Secretary to the meeting. The Chairman said—Gentlemen, in opening the proceedings of this meeting I do not propose to detain you at any length, but will explain as shortly as possible the reasons which have induced the calling of it. As you are aware a meeting of shareholders in this Company has been held in Tientsin at which I believe some 200,000 shares were represented expressing dissatisfaction with the present management of the Company, and as a similar measure of dissatisfaction exists in Shanghai where also a very large number of shares is held, it has been thought desirable to follow the example of Tientsin, and see whether by joining forces we cannot take some steps to bring our views courteously but forcibly to the attention of the London Board of Directors. The causes for the dissatisfaction are several. I shall shortly mention some of them, and probably other gentlemen in the room will be able to supplement me. We have in the first place to complain of the ignorance in which the shareholders have been kept as regards the affairs and the working of the Company. This is a point which requires serious consideration. The London Board, as represented by the old to the new Company was signed on 19th February, 1901, there is to say, 20 months ago, and in that long period not a single statement of account has been put before the shareholders, until that which was presented at the meeting held on the 24th of last month, which covers a period of working only to the end of last February, and a copy of which I have only received to-day. We have not even known whether the whole capital of the Company has been raised; we knew that £375,000 was paid in scrip to the old Company, that a Debenture issue of £500,000 involving an issue of £350,000 of bonus shares, had been made, but on what authority such Debenture issue was made, we do not know now, nor are we satisfactorily informed as to the purpose of it. We know that the preliminary agreement of July, 1900, required the raising of £1,000,000 Working Capital but whether that amount of Working Capital was raised in accordance with the Agreement or not, we do not know. The Companies' Ordinances under which the Company was registered require that a properly audited statement of accounts shall be submitted to shareholders at least once in every twelve months; this has not been done, and shareholders naturally enquire, why? The only meeting of the Company prior to the one of the other day, that has been held, so far as I am aware, has been the Extraordinary General Meeting of 16th July last; no statement of accounts was submitted, nor did the Chairman make any financial statement further than that he reminded the shareholders (the report does not say what shareholders were present) of the fact that the share Capital of the Company was £1,000,000 in full paid £1 share, and he went on to say, with a seeming inconsequence of expression and obscurity of meaning, that "the requisite funds have been provided for the discharge of all the liabilities of the old Company and for working Capital by an issue of half-million sterling in 6 per cent. Debentures, consisting of 25,000 Bonds of £20 each." The whole of this Debenture issue has been placed privately without any cost whatever to the Company, with the result that when the Bonds are fully paid up, and after discharging all the old liabilities, there will remain in the coffers of the Company, in round figures, a sum of a million sterling available for the work before mentioned, etc., etc. This is all the explanation that we have of the Debenture issue, and it seems to me that when the Chairman stated that the issue was made "without any cost whatever to the Company," he forgot to inform the meeting that it involved the mortgaging of the whole property of the Company coupled with a bonus issue of £250,000 of the Company's stock; an ordinary person would think that such a cost was considerable. The only resolution passed at the meeting was one fixing the remuneration of the Board, which was a very satisfactory resolution indeed (I thought). But we are not yet satisfied with any information as to what were the contents of that resolution. Next, as to management; one of the conditions of the transfer from the old Company to the new, was that—"The management of the Company shall be conducted by two Boards of Directors, one in China, one in London," and "the management of the property of the Company in China will be in the China Board." Where is this China Board, and what say has it in the management? I am given to understand that no management of the property is exercised in China, but that everything is dictated from, as well as appointments made by, in London. One point of strenuous representation should surely be for the appointment of a strong Board of Directors in China; where by far the greater number of shares are held, the opening of a Share Register in China is also a necessity. Another term in the transfer was that "The London Board will be elected by all the shareholders, Chinese and Foreign;" how is that to be carried out under present conditions? For the election of the Board in China—the Board which is to manage the property—no provision seems to have been made at all.

But however the management is conducted, shareholders have good reason to be discontented with the results; there may of course be sufficient reason for the fact that whereas the

old Company under the Chinese management turned out coal at the rate of over a million tons a year, the new Company cannot apparently reach 800,000 tons; we at least would like to know what the reason is. We have also reason to believe that the Company is being extravagantly run; that while the output has decreased, the expenses have increased enormously, largely through the mines being over-stuffed.

An instance of the treatment which the shareholders in China received at the hands of the London Board is the case of the dividend which has recently been declared. This dividend was notified in the London papers in the middle of last September, and one would have thought that, not only as a matter of courtesy, but as a matter of business, its declaration would have been notified to China; nothing of the sort was done; the news of the dividend came out by private wire, and I am given to understand that even the local agents of the Company were unaware of it. Such treatment of the matter of dividend is, to say the least of it, improper, opening the door, as it does, to undesirable manipulation of shares.

Gentlemen, I have no doubt that some of you will be able to adduce further reasons for dissatisfaction with the present management of the Company, and I trust that you will favour this meeting with your candid expression of opinion. To sum up the whole case, we believe that the Company possesses a most valuable property, we believe that our interests in that property are being endangered by the present system of management, a management which the London Board is apparently endeavouring to control 12,000 miles away from the base of work; we do not believe that such conditions of management can possibly be successful, and we claim that they are in any case contrary to the expressed agreement upon which the enterprise was undertaken. We further complain of the action of the London Board in leaving us in the dark as to all matters connected with the Company, whether as regards finance or work—no reports issued, no statements of account made until 20 months after the Company's formation. We are, I believe, strong enough to compel an alteration in these conditions, and it is with a view to the exercise of such compulsion that this meeting has been called. This can hardly be more than a preliminary meeting, for in the confused state of the share register technical representation at this meeting. Some of us hold scrip in the old company, which has no voting power until converted; some of us hold better scrip which must be produced to move its voting power; many of us hold untransferred ordinary scrip, and some of us have ordinary scrip in our own names. To use our power, if it becomes necessary to do so, all scrip must be brought to the basis of voting power, and that will mean some measure of organisation. My opinion is that to-day the only practical work that can be done is the appointment of a Committee, authorised by you to join with the Tientsin shareholders and new shareholders elsewhere, in a joint movement for the protection of our interests. If this is approved a resolution to that effect will be proposed. Meanwhile I hope that you will not hesitate to express your opinions on the whole question, whether such opinions may be favourable or not to the present agitation.

The Chairman said that Mr. Tong Kidson had kindly consented to translate his remarks for the benefit of the Chinese shareholders present. This having been done and received with signs of approval by the crowds of leading Chinese present, merchants and mandarins. Mr. H. J. H. Tripp said that he might mention that one of the best experts in Japan visited the Kaiping mines a few months ago. He (the speaker) saw him on his return. The expert's opinion was that the Company's property was one of the finest in the East, but the trouble was principally owing to friction between the Belgians and the English in the mines. There being no further remarks, the Chairman proposed the following resolution:—"The shareholders of the Chinese Engineering and Mining Company, Limited, present at this meeting, believing that it is essential to the prosperity of the Company that the effective control of the management of the Company's property should be vested in a chief board of directors as provided for in the agreement of the 19th February, 1901, resolve that a committee be elected whose duty it will be to communicate with the Shareholders in Tientsin and elsewhere in order that joint action be taken to acquire such effective control."

Mr. C. M. Ede, in seconding the resolution, said that it was quite clear to him that steps should be taken and quickly taken with a view of representing matters in a strong way and this would be best done by a small committee with instructions to report to another meeting. The motion was then put and carried unanimously.

The Chairman said that the next business was the election of a committee according to the first resolution.

Mr. R. M. Campbell said that they had all listened to the remarks of the Chairman with great interest and as far as he could gather they were in favour of the course proposed to be taken.

There was no doubt whatever that they should express their opinion in a strong and unanimous manner to the London Board. In the agreement made between the old and the new company it was stipulated that the property in China should be under the control of a local board. The company had been in existence for twenty months and no such board had yet been elected. That was a distinct contravention of the agreement. Whether they should vote for it or not there was no question that the local board must be formed. But he thought that they should insist that the local board be formed and the whole property placed under its control. He should propose a committee consisting of a small number of shareholders in China and elsewhere who would represent their opinion in such a unanimous and strong way to the London Directors that they would realise that it was for the benefit of the Company that there should be no further delay in the carrying out of the agreement. He need hardly point out the advantage resulting from such companies being controlled in China. It was very difficult, very impossible to control a company in China at a distance of twelve thousand miles. The people of London could not have such knowledge of China as they had here and the sooner the Company was placed on a proper basis the better. He thought the proposed committee, which should have their full confidence, should be instructed to take all the necessary steps to obtain the opinion, not only of the shareholders in the Far East, but also at home and to bring the matter in the first instance before them and subsequently before the London Board so that the control of the Company might be transferred to China. He should suggest that Mr. Dudgeon, Mr. Tong Kidson, whose family was long connected with the mines, and Mr. C. M. Ede should be elected to form the committee. He had no doubt that these three gentlemen would look well after their interests.

Mr. Campbell then proposed the following resolution:—"That Messrs. Dudgeon, Tong Kidson, and C. M. Ede be elected a committee to take such steps as they consider necessary after consultation with other shareholders in the Far East and elsewhere for the transference of the control of the Company from London to China, and to report on their actions generally."

Mr. W. A. Morling seconded. The Chairman, before the meeting broke up, asked those present to give an exact statement of their holdings in the company so that a full statement might be prepared. The Chairman added that a considerable amount of work had been done in canvassing the support of shareholders and he was glad to say that shareholders representing £220,000 worth of shares had signed their approval of the movement. There was another point he wished to mention. A considerable amount of work had been done and a certain amount of money had been spent in advertising, etc. That was something for the few who would have to pay but it was nothing for all the shareholders present and he was sure that they would all pay a small contribution towards the expenses. (Applause.)

The meeting concluded with a vote of thanks to the Chairman.

## OPIUM QUOTATIONS.

Hongkong, 28th October. To-day's quotations are as follows:—  
MALWA NEW.....No STOCK.  
" LAST YEAR.....@ 960/1,000.  
" OLDEST.....@ 1,020/1,050.  
PATNA NEW.....@ 950.  
" OLD.....@ 995.  
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Hongkong, 28th October, 1902. [1137d]

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" .....	"PELEUS" .....	3rd December, " .....

## HOMEWARDS.

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" AGA "EMNON "	.....	25th       "       "
" TANTALUS "	.....	9th Dec.,       "

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"	"OOPAK"	10th December.

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Hongkong, 18th October, 1902.

[936d]

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"INDRAPURA"	4,800 Tons.	Nov. 14.
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The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

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For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

[1579c]

Hongkong, 27th October, 1902.

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"MARQUIS BACQUEHEM," Captain Raskevich, will be despatched as above on SATURDAY, the 15th November, P.M. This steamer has capital accommodation for passengers. Electric light and carries a doctor. For Information as to Passage and Freight apply to

SANDER, WIELER &amp; Co., Agents. Princes' Buildings. Hongkong, 23rd October, 1902. [1071d]

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This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. Electric-light. A Stewardess and a duly qualified Surgeon are carried.

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Hongkong, 24th October, 1902. [1124d]

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Princes' Buildings, Ice House Street. Hongkong, 25th October, 1902. [171d]

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FOR MANILA.

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Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Amidships. Electric Light and all other Modern Improvements. A Surgeon is carried.

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Hongkong, 25th October, 1902. [1115d]

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Hongkong, 27th October, 1902. [156c]

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Hongkong, 27th October, 1902. [1004c]

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For Freight and further Information, apply to

DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 18th October, 1902. [139d]

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co., Agents.

Hongkong, 28th May, 1896. [25]

## Consignees.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"TIENTSIN,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st October, 1902. [4]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBURY, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. &amp; GOW, Agents.

Hongkong, 22nd October, 1902. [111d]

## FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"MARBURG,"

Captain Niedermeyer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 23rd October, 1902. [1123d]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CAVERING,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 23rd October, 1902. [874d]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 27th October, 1902. [1]

## Consignees.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"MASSILIA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &amp;c., ex S.S. Oceana.

From Persian Gulf, ex B. I. S. N. and B. &amp; P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 31st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 24th October, 1902. [4]

## "BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "CROYDON,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon; whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 25th October, 1902. [1132d]

## Intimations.

NOW READY

THE PAMPHLET ENTITLED

"THE HONGKONG DOCK CO.'S PRESENT AND FUTURE PROSPECTS."

Discussed in connection with the proposal for the construction of a New Dock.

PRICE: 50 cents, cash.

Apply to the

HONGKONG TELEGRAPH OFFICE,

1, ICE HOUSE ROAD.

Hongkong, 1st October, 1902.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT

DAMMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for

FERGUSON'S SPECIAL CREAM

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [14]

## CHS. J. GAUPP &amp; CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS.



Gentlemen's  
Outfitting  
Department  
Now Open.  
28, Queen's Road  
Opposite  
Hongkong Hotel.

**WILLIAM POWELL, LTD.,**



**28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.**

Gentlemen's  
Outfitting  
Department  
Now Open.  
28, Queen's Road  
Opposite  
Hongkong Hotel.

**NEW WINTER GOODS!**

**NEW WINTER GOODS!!**

**NEW WINTER GOODS!!!**

WE NOW HOLD A FULL AND SMART STOCK OF LADIES' GENTLEMENS',  
AND CHILDRENS' BOOTS AND SHOES.

**NEW**  
DRESS GOODS  
FLANNELS  
DOWN QUILTS  
BEDSPREADS  
FURS

**SILKS**  
FACINATORS  
LISLE VESTS

**DRESS GOODS**  
INFANTS' CLOTHING.

**NEW**  
FEATHERS  
FLOWERS  
SATIN RIBBONS  
CHIFFON FICHUS  
GLACE RIBBONS  
DRESS NETS

**SILKS**  
WOOL VESTS  
SILK SKIRTS

**DRESS GOODS**  
LADIES' JACKETS AND CAPES.  
BOYS' REEFER COATS.

**NEW**  
WHITE STRAWS  
BLACK STRAWS  
WHITE TRIMMED FELT HATS  
CHIFFONS  
GLOVES  
WOOL SHAWLS

**SILKS**  
WOOL COMBINATION  
SILK VESTS

## IMPORTANT NOTICE TO LADIES.

ORDERS FOR ST. ANDREW'S BALL ARE NOW BEING BOOKED AND LADIES ARE  
REQUESTED TO PLACE THEM AS SOON AS POSSIBLE TO  
AVOID DISAPPOINTMENT.

## CUT FIT AND STYLE GUARANTEED

ORDERS EXECUTED UNDER THE SUPERVISION OF A HIGHLY QUALIFIED DRESSMAKER  
OUR WORKROOMS ARE NOW ENLARGED AND OUR STAFF GREATLY INCREASED.  
NEW DRESS GOODS, PIECE NETS, LACE ROBES, SILKS, SATINS, AND TRIMMINGS  
ARE NOW IN STOCK IN MUCH LARGER VARIETY THAN HERETOFORE AND  
WE ARE CONFIDENT THAT WE CAN SATISFACTORILY SUPPLY ALL  
WHO FAVOUR US WITH THEIR PATRONAGE.